

## REGIONAL AIRPORT SYSTEMS STUDY COMMITTEE

AIR QUALITY DECISION CRITERIA

Adopted April 7, 1972

*note -> [Criteria for air quality, across ... - 3]*Decision Criteria:

1. No new major airport with airline jet operations shall be recommended for a geographic area which has a pollution potential rating of V, as described in the Bay Area Air Pollution Control District report to RASSC.
2. In the selection of airport alternatives, the Committee shall seek those alternatives that minimize air emissions from aviation sources, as well as those from vehicular traffic serving the airports.
3. No new or existing airport shall, as a single emission source, irrespective of other sources, cause state or federal air quality standards to be exceeded in residential areas downwind of the airport.
4. In geographic areas having a BAAPCD pollution potential rating of IV or above, no existing or new airport shall contribute to that area any of the individual air contaminants to an extent greater than the proportion of aviation's contribution in the total Bay Area.

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## REGIONAL AIRPORT SYSTEMS STUDY COMMITTEE

### ACCESS DECISION CRITERIA

Adopted May 5, 1972

#### Decision Criteria

1. No airport alternative shall be chosen unless an acceptable passenger allocation process will provide for substantial utilization of the capacity of that alternative.
2. If actions by regulatory agencies are necessary to provide for the utilization of an airport's capacity, then coordination between the Bay Area Airport Plan and that agency shall be undertaken.
3. For airports with substantial passenger traffic, transit connections to the airport will be included.
4. Where future highway use restricts airport access, substantially increases airport ground travel times, or results in uncertainty for the air traveler, a much higher proportion of the passengers will choose BART than that suggested by the consultant. In such a case, direct transit connections must be capable of handling this additional traffic.
5. In the selection of an airport alternative, airport access roads and parking and/or transit must be capable of handling the airport capacity. The availability and convenience of vehicular access is a major determinant of airport choice.
6. Within the constraints of safety and public financial feasibility, the public shall take precedence over the convenience of airlines in determining the allocation of passengers among airports.
7. Capital cost of that portion of highway and transit extensions which uniquely serve an airport shall be an allocated cost of that airport alternative.
8. All portions of the Bay Area shall have access to a general aviation airport within at least 40 minutes ground travel time.
9. Transportation capacity must be available to accommodate mail and air freight traffic for each airline airport.
10. By 1985, 80% of the passengers in the 31 external market segments will have at least two service points in the Bay Region.





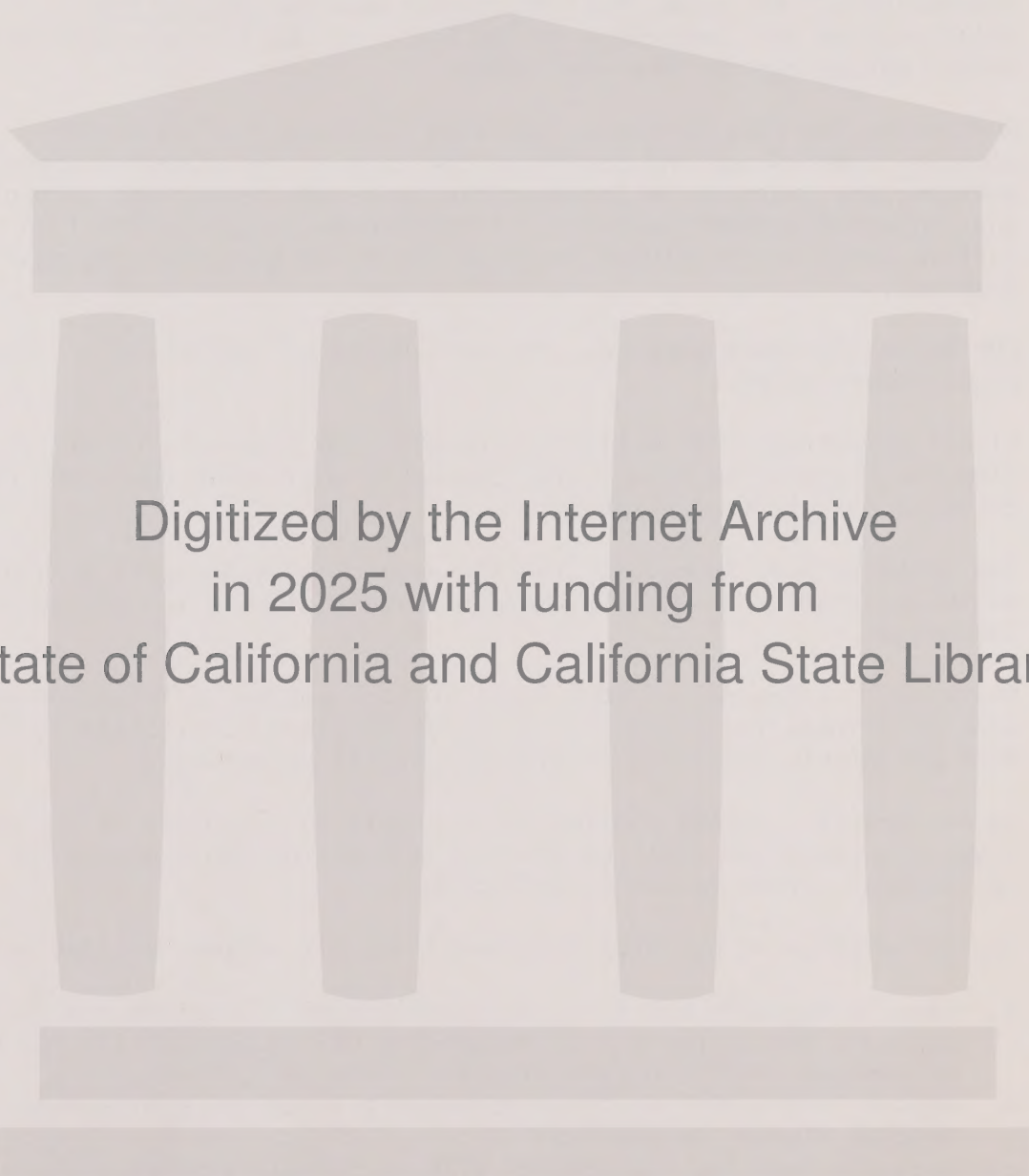
# REGIONAL AIRPORT SYSTEMS STUDY COMMITTEE

## AVIATION NOISE DECISION CRITERIA

Adopted May 5, 1972

### Decision Criteria

1. The Committee should use the land-use interpretations shown on the attached figures as the basis for determining airport/community relationship. Of these, the interpretations for residential relationships are comparable to the State of California's proposed noise regulations for the year 1985.
2. Actions by the FAA, airlines, existing airports, and community planning commissions and governing bodies shall be directed toward avoiding any increase in incompatible land-uses based upon current and projected airport activity. It should be recognized that in certain cases an individual increase may be in the total regional interest.
3. For noise abatement purposes, the Bay should be used where airspace requirements permit.
4. Flight operations from military airports with joint-use or military airports transferred to civilian ownership shall meet the planning criteria for civilian airports.
5. The criteria used to govern civilian airport planning will be stated to the military with the clear expectation that parallel actions will take place.
6. New airport site acquisitions shall include control of adjacent land-uses to achieve the projected NEF noise exposure level criteria so that acceptable community relationships will be assured.
7. In air traffic control routings of aircraft into and out of the Bay Area, consideration shall be given to minimizing the exposure of residential areas to overflight noise.
8. The Association of Bay Area Governments by all actions available to it:
  - a. clearly supports the FAA noise certification requirements for new aircraft and supports a corresponding FAA responsibility for payment of damages resulting from aircraft noise litigation.
  - b. opposes any waiver of these noise certification requirements for special classes of aircraft.
  - c. requests that the FAA proceed with all possible speed with an engine/nacelle retrofit or replacement program to bring pre-noise certification aircraft into compliance to reduce aircraft noise at its source-the jet engine.
  - d. makes it clear to the aviation industry that the capability of airport facilities within the Region to meet future demand will be constrained by the industry's ability to meet these noise criteria.
  - e. supports the CARD report objective of a 10 PNdB reduction per decade.



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## NOISE COMPATIBILITY INTERPRETATION

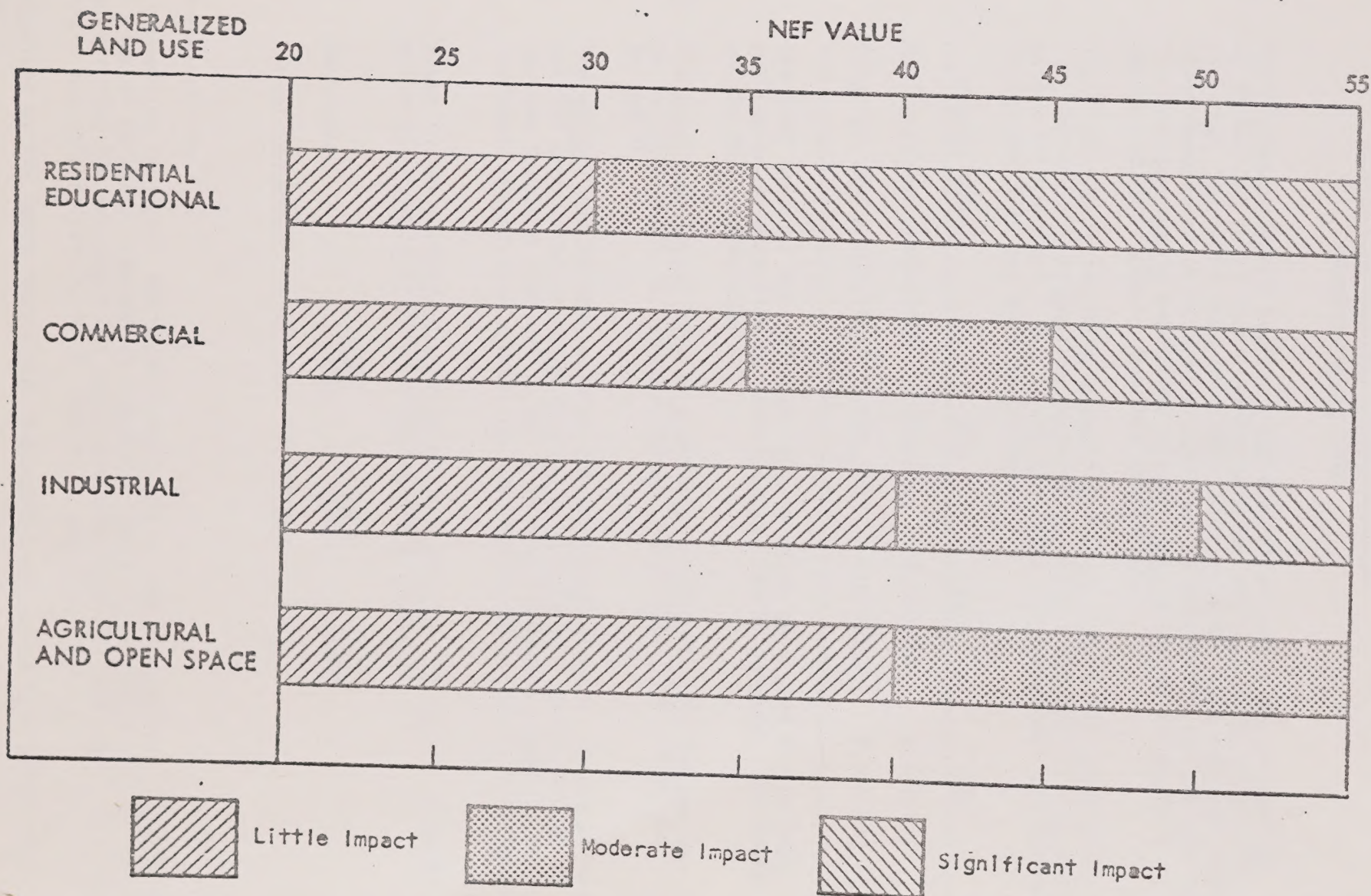
GENERALIZED LAND USE	NEF RANGE	GENERAL LAND USE RECOMMENDATION
Residential and Educational	less than 30	Satisfactory, with little noise impact and requiring no special noise insulation requirements for new construction.
	30 to 35	New construction or development should be undertaken only after an analysis of noise reduction requirements is made and needed noise insulation features included in the design.
	greater than 35	New construction or development should not be undertaken.
Commercial	less than 35	Satisfactory, with little noise impact and requiring no special noise insulation requirements for new construction.
	35 to 45	New construction or development should be undertaken only after an analysis of noise reduction requirements is made and needed noise insulation features included in the design.
	greater than 45	New construction or development should not be undertaken unless related to airport activities or services. Conventional construction will generally be inadequate and special noise insulation features should be included in construction.
Industrial	less than 40	Satisfactory, with little noise impact and requiring no special noise insulation requirements for new construction.
	40 to 50	New construction or development should be undertaken only after an analysis of noise reduction requirements is made and needed noise insulation features included in the design.
	greater than 50	New construction or development should not be undertaken unless related to airport activities or services. Conventional construction will generally be inadequate and special noise insulation features should be included in construction.
Open	less than 40	Satisfactory, with little noise impact and requiring no special noise insulation requirements for new construction.
	greater than 40	Land uses involving concentrations of people (spectator sports and some recreational facilities) or of animals (livestock farming and animal breeding) should generally be avoided.





CHART 1

SIMPLIFIED LAND-USE INTERPRETATIONS OF NOISE EXPOSURE  
FORECAST VALUES.







# REGIONAL AIRPORT SYSTEMS STUDY COMMITTEE

## AVIATION FORECAST DECISION CRITERIA

Adopted May 5, 1972

PASSENGERS: The Regional Airport Systems Study Committee adopts the projection of 28 million total annual passengers for the year 1975, 44 million for 1980, and 72 million for 1985. This is based upon the most recent State Department of Finance projections of population for the Bay Area. The same per capita employment and per capita income values were applied as were used by the RASS contractor.

CARGO: The RASSC adopts the cargo projection which results from modifying the contractor's projection downward to reflect the smaller population of the DOF forecast. The values for total cargo enplaned and deplaned in the Bay Area are then as follows:\*

Pounds (000)	1975	1980	1985
RASS modified projection	1,454,000	3,163,000	6,690,000
(Original SARC projection)	2,006,109	4,619,500	9,371,437

MAIL: The SARC forecast for mail used growth rates developed by the RASS contractor in consultation with the U.S. Postal Service. The RASSC adopts this projection.

LOAD FACTOR: The seat load factor used in planning for 1985 for the average day of the peak month is increased by the RASSC about 30% - from 47% to 60%.\*\*

The weight load factors used in the all-cargo aircraft remain unchanged, but the proportion of cargo carried on all-cargo flights in 1985 is revised downward from 85% to 60% with the difference picked up by increased weight load factors on combination passenger/cargo flights.\*\*\*

GENERAL AVIATION: Based on the revised population projections for the Region, general aviation projections for the Region are as follows:

	1975	1980	1985
Ownership	5,680	7,590	9,860
Annual Operations	4,600,000	6,700,000	9,200,000

\* Includes connecting traffic. The RASSC takes note of the contractor's statement about the lack of detailed information regarding local cargo origin and destination and recognizes that the procedure for assigning the Bay Area total cargo forecast to county origin and destination is to be used with caution.

\*\* It is recognized by the RASSC that a 60% load factor may cause some passenger inconvenience.

\*\*\* The proportion of all-cargo flights could change from this projected figure if a major breakthrough in cargo transport occurs before 1985.





REGIONAL AIRPORT SYSTEMS STUDY COMMITTEE  
AIRSPACE AND RUNWAY CAPACITY DECISION CRITERIA

Adopted May 19, 1972

Decision Criteria

1. The assignment of airspace priorities shall recognize today's operating levels at military airports.
2. Where joint-use of military airports is being considered, the military mission capability must be preserved.
3. Where airspace conflicts may occur, airports with region-wide significance will have precedence.
4. Air traffic routings and procedures will take optimum advantage of aircraft noise reduction procedures.
5. Procedures must be developed to prevent over-scheduling of the air traffic system during peak-hour periods.
6. Airline, military and general aviation flight training shall be diverted away from critical airports during periods of peak traffic.
7. Airspace which is restricted for military purposes should be returned to civilian control when not in use.
8. Full advantage shall be taken of new technology in area navigation, two-segment approaches, computer aided sequencing and digital displays.
9. The establishment of terminal control areas (TCA) will be the minimum necessary to assure safety and will provide for adequate VFR flight into and out of the Bay Area.
10. All airport development plans shall be coordinated with the Federal Aviation Administration, ABAG, and any other appropriate Regional agencies.
11. The scheduling of flights and the utilization of airport and airspace control facilities shall reflect the higher utilization noted in the 60% average seat factor guideline adopted by the RASSC.

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